

Mobility Options IGA – Expanded

Issue:

1. Lack of adequate access to transit throughout the state and how to bring transit options in urban and rural areas to an acceptable level.
2. Existing mobility options do not provide a viable alternative to single occupant vehicle.
3. A need for simpler and user friendly intermodal connectivity.
4. Population density, job location, and changing lifestyles make traditional transit models challenging.
5. Need for planning, cooperation, and implementation across jurisdictions, across modes, and between the public and private sectors to support both transportation and economic development.
6. Current long range planning process does not evaluate network level solutions and does not identify proposed solutions beyond the first five years of the 20 year plan.
7. The perception of transit is that service is unreliable, inconvenient, unattractive and needs improvement.
8. Failure to agree on our common future need for regional mobility is a barrier to securing funding.
9. The need for a system for identifying regional and local needs for our transit dependent population and also to encourage modal choice.
10. Thirty-three counties with no public transportation - some of these counties have some limited specialized transportation.
11. Lack of incentive from state level to encourage or promote regional transit development.
12. While we have a need for alternative modes, we treat transit as a subsidy and highways as an investment.
13. Auto industry in Michigan, whether real or perceived, acts as a deterrent to mass transit.
14. Lack of information on regional transportation demands/needs which makes it difficult to develop plans to meet the needs.
15. No regional bodies with any real authority to make decisions, develop funding sources, provide planning and visioning and ultimately build and maintain a true integrated multi-modal transportation system including integration of transit, non-motorized options, highways, waterways and air.
16. Limitations on funding sources and uses.
17. A need for better communication with the public about mobility options and how to use these options.

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Goals:

1. Implement regionalized transit planning to adapt to changing needs and lifestyle of the population especially in prioritizing services to educational, employment and health care institutions.
2. Provide viable and appealing alternatives to single occupant vehicle.
3. Create seamless and cost effective connections between modes and public and private providers for everything from non motorized to air travel, including physical infrastructure, scheduling/routing, information and communication systems, etc.
4. Increased usage of shared ride mobility options.
5. Marketing to expand customer base.
6. Create a funding mechanism to educate, build and maintain non-motorized modes to make a legitimate mode of transportation.
7. To encourage transit friendly land use strategies as well as transit supportive activities like transit vouchers and employee parking/cash-out programs.
8. Involve auto and insurance industries at the table to discuss the future of mass transit solutions. Make them stakeholders.
9. Encourage and incentivize land uses in our urban areas that support and sustain a world class transit system that includes all modes particularly transit and non-motorized.
10. Provide new local/regional public transportation funding options.
11. Every resident in the State of Michigan has access to public transportation.
12. Provide appealing and viable connection points for all modes of transportation including single occupant vehicles.
13. Achieve consensus on our need to plan, fund and implement regional mobility.
14. Improve the image of transit by making it more reliable, convenient and consistent to attract choice riders and retain riders.
15. Involve the State in the local planning process.
16. Michigan travelers understand available transportation options.

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Actions:

1. Review and revise state law to support and implement regionalized transportation planning.
2. Coordinate existing information technology state-wide so that consumers have a one stop shopping mode. Identify transit routes, limo providers, taxi cab providers, what specialized transportation is available. Become your own broker.
3. Encourage local planning officials to examine all intermodal options at the transportation needs assessment stage for significant project proposals.
4. Create statewide multi modal level of service standards.
5. Establish and deliver training programs to educate Michigan travelers on mobility options with a special emphasis on vulnerable users.
6. Market shared ride mobility options using all available means.
7. Review the way transit is funded and look for all incentives to encourage better coordination between public and private transportation providers.
8. Pass a law that mandates a regional transit system within each or certain areas of the State by a specific date.
9. Provide education and incentives to people, businesses and school systems to encourage utilization of mass transit (employee vouchers, rebates, insurance breaks, “live where you work” program, teach students to ride the bus)
10. Provide adequate and equitable funding that treats all modes not just highways as an investment.
11. Actively monitor sensitivity issues within transit provider network.
12. State enabling legislation for funding options such as local sales tax, gas tax and tax from licensed vehicles.
13. Amend the state constitution to allow more options for local funding for regional public transportation.
14. Create and implement state-wide comprehensive transportation mobility plan which includes multi-modal level of service standards.
15. Educate the public on the actual and total costs and benefits of all modes of transportation.
16. Improve safety, security and dependability of transit.
17. Amend Act 51 to allow state involvement.